Railways' operating assets

1993. SHRI SANTOSH BAGRODIA:

SHRI R.K.ANAND:
SHRI HARISH RAWAT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that over utilization caused significant depreciation and erosion of operating assets;

(b) if so, whether it adversely affect the required safety standards; and

(c) the measures being taken to ease the pressure on Railways' operating assets?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No, Sir.

(c) Railways aim to achieve optimal utilization of the operating assets to improve financial viability of its day to day operations. The operating assets of Railways are subject to normal wear and tear while in service and are required to be renewed from time to time on age cum condition basis. Appropriate maintenance at scheduled intervals ensures proper assets management and no adverse impact on their productivity and safety. All out efforts are made to follow operating and maintenance discipline besides upgrading maintenance infrastructure and facilities to take care of rolling assets of the Railways.

Mumbai Urban Transport Project

1995. SHRI R.S. GAVAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Central Government and the State Government of Maharashtra have taken up the Mumbai Urban Transport Project on 50:50 sharing basis;

(b) if so, the details of the project;

(c) whether it is also a fact that State Government of Maharashtra have formulated some road projects and asked Government to share the cost on 50:50 basis;

(d) if so, the details thereof; and

(e) the action Government propose to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Rail component of Mumbai Urban Transport Project (MUTP) is being executed on 50:50 cost sharing basis between Ministry of Railways and Government of Maharashtra.

(b) The details of the rail Projects being executed under MUTP are enclosed as Statement-I (See below).

(c) to (e) The cost of the road component of the MUTP is being borne by the Government of Maharashtra alone. However, Government of Maharashtra has requested Ministry of Railways to share the cost of works under Station Area Traffic Improvement Scheme (SATIS) and Road Over Bridges (ROBs). The details of SATIS and ROB works are enclosed as Statement-ll *(See* below). These works are under the consideration of this Ministry.

Statement-I

Rail Projects being executed under MUTP

Sl. No.	Projects	Cost (Rs. in crore)
1.	Provision of 5th line Western Railway	59.00
2.	5th & 6th line between Kurla-Thane	166.00
3.	Borivali-Virar Quadrupling	436.00
4.	Optimization of Western Railway	50.00
5.	Optimization of Central Railway	100.00
6.	Optimization of Harbour line	20.00
7.	Direct Current to Alternating Current Conversion	380.00
8.	Virar Car Shed	73.00
9.	Electric Multiple Unit Procurement/manufacture/ retrofitment	1359.00
10.	Electric Multiple Unit Maintenance Facilities	64.00

Sl. No.	Projects	Cost (Rs. in crore)
11.	Stabling lines for Electric Multiple Units	49.00
12.	Procurement of Track Machines	31.00
13.	Technical Assistance	40.00
14.	Resettlement and Rehabilitation	290.00
15.	Capital Expenditure for setting up of Mumbai Rail Vikas Corporation	8.00
	TOTAL :	3125.00

Statement-ll

Road Projects being executed under MUTP

Sl. No.	Projects	Cost (Rs. in crore)
1.	ROB at Jogeshwari (South)	80.00
2.	ROB at Jogeshwari (North)	54.00
3.	ROB at Vikhroli	37.00
4.	Station Area Traffic Improvement Scheme (SATIS) at 6 stations	73.00
	TOTAL:	244.00

Loss due to flouting norms for tender

1996. SHRI KARNENDU BHATTACHARJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have lost Rs. 200.00 crores between 1997 to 2003 due to flouting norms for tender allotment;

(b) if so, the details of the probe made in the matter; and